

Established February, 1845.

PRICE, \$2 PER MONTH

Auctions.

PUBLIC AUCTION.
THE Undersigned has received instructions from G. SAGGSE, Esq., to Sell by Public Auction, on

the 27th of March, 1890, at 2.30 p.m., at his residence, No. 25, Cairns Road.

THE WIGGLE OF HIS
MARINBURK-MADE
HOUSEHOLD FURNITURE,
comprising—

SILK TAPESTRY-COVERED DRAWING-ROOM
SUITS, CHIMNEY GLASSES, CENTER TABLE,
BOOK CASES, PICTURES, VASES, ORNAMENTS,
TUBERUS GLASS, BEAR RUGS, &c., &c.

TEAK DINING TABLE, SIDEBOARD with
GLASS BACK, CHAIRS, WHITTENED, BREAK-
FAST, DINNER and DESSERT SETS, GLASS,
PLATED WARE and CUTLERY.

TOILET and WASHING IRON BASTINGS
with WARDROBE and MATTRESS, CHILD'S
IRON COT, DOUBLES and SINGLE WAHROORES
with PLATE GLASS, MARBLE-TOP VASE
STANDS, TOILET TABLE, COUCH and CHAIRS,
IRON BOX, BATH-TUBS, LADY'S CHAIR,
&c., &c., &c.

Catalogues will be issued, and the whole to
be on view on and after Wednesday, the
26th of March.

TERMS OF SALE.—As customary.

R. F. RAPP
Auctioneer.


Hongkong, March 19, 1890. 51

Shipping.

Steamers.

STEAM TO YOKOHAMA, VIA NAGA
SAKI AND KOBE.

(Passing through the INLAND SEA.)



The P. & O. S. N. Co.
Steamship

 will leave for the above places at Noon on WEDNESDAY the 26th

Instant. **E. L. WOODIN**


P. & O. S. N. Co.'s Office

Hongkong, March 24, 1800. 53

DOUGLAS STEAMSHIP COMPANY,

LIBLITED.
—
FOR SYRACUSE, ALBANY AND

FOR SWAROW, AMOI AND
TAIWANFOO.

 The Co.'s Steamship
Thales,

 Captain HUNTER, will be despatched for the above

Ports on THURSDAY, the 27th inst., at Daylight.

For Freight or Passage, apply to
DOUGLAS LAPRAIK & Co.,

MINING IN CHINA.
The *Shen Pao* contains the following article:—Coal and iron, and more especially steel, are indispensable factors in the making of a powerful country. Every energy of our government is now concentrated on strengthening of China, and with that end in view it has gradually, during the last fifty years, been increasing its resources.

Western methods, been doing our country
arsenals, factories; ship-building yards
and other establishments modelled on the
Western plan, until now we find scarcely a
province in the Empire without some
imitation the idea of which is borrowed
from foreign countries. For most of these,
it is a *sine qua non*. Thus the
China Merchant's Steam Navigation
Company, which plays such a powerful

t in the patriotic work of
aning back for China the profits in
Chinese carrying trades before mono-
ised by foreigners, uses every day a
ridigious quantity of coal; and the rail-
y, which though deferred, is by no means
gotten, will also be an immense con-
er of both coal and iron. It is but
atural, therefore, that the efforts of Chi-
e politicians should now be strenuously
played on the task of obviating the

cessity of the continued output of money for the sake of the exchange of materials for the employment of as far as possible of mineral wealth with which China is so richly endowed. How great that inflow has been, with sufficiently ample proof in the following statistics:—In 1899 China imported from England, Australia, and Japan 268,000 tons of coal, for which it paid £2,000,000. Two million dollars were spent on foreign coal and iron, and there was also a heavy bill for the purchase of arms, munitions of war, and machinery.

On the other hand, the small country Belgium, the last to make a treaty with China, has 133 mines working, and produces yearly 20,000,000 tons of coal, of which it exports 10,000,000 tons. It exports two-thirds of its quantity in 'huck' to the other eight-tenths share goes to foreign countries, one of these tenths going to France and Germany. In addition to the profits of the sale of her

being able to give employment to 103,000, and 2,470,000, on an average yearly head. The fact of the government's having a population directly or indirectly through the mines and the industry, though small, is as rich as England or France. The mining industry naturally followed the progress of agriculture. The mining enterprises in China under the Ming dynasty, materially retarded their development in later times. The Government was overbearing and the people were not in the necessity of having steam coal, and for our ships in the event of a war, on the enforcement of the neutrality laws might make it impossible to procure the necessary quantities. It is proposed to build a railway from the interior to the coast for such an emergency. The late Li Hung-chang sent Chang Tsao-tai to draw up an agreement with Mr Guobai, Chinese Consul-General at Shanghai, him- self, a native of the province of Anhui, a region, under which Mr. Brauer, a mining engineer of high repute and long ex- perience, has been engaged, and has pro-

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Dr. Minimum over night 04

